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VOL. 10 NO. 12
AUGUST 1980
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LETTERS

I satisfied a long-time ambition this summer by touring a goodly portion of the U.S. and made it a point to see as much railroading as possible. At Norton VA it was very exciting to observe the arrival of the 42-car AUTO-TRAIN, but I must admit that I was disappointed in its appearance--very dirty. I was told that the only outward attention it gets is safety maintenance--no washing--as a result of an austerity program to help offset their losses. The day I saw it, tho, it was almost at 100% occupancy.

Another thrill while in the East was to spend a few hours at the Aberdeen, MD station along Amtrak's Northeast Corridor. Among the many trains I saw that day were the 18-car SILVER STAR, the PALMETTO and a southbound Metroliner #107. The enclosed photo of the Metroliner (see next page) was taken while it was going 95 plus. I was afraid to get any closer, and was surprised to get such a clear picture with 110 film. Please note the newly-installed concrete ties.

Then we went west via Peoria, Sioux City, Rapid City, etc., and I was greatly impressed with the volume of freight traffic and frequency of schedules. At Billings and Livingston along the great BN I saw many engines I thought at first were stroed, only to find out from the car inspector at Livingston that these units were in a pool to haul coal. What a sight!

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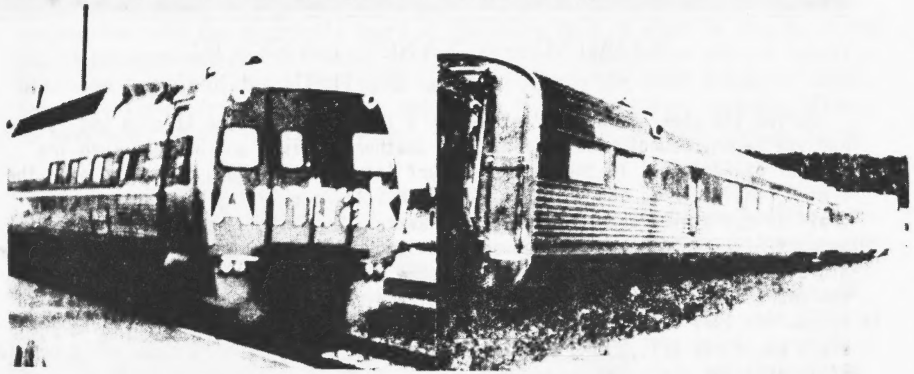
Published twice monthly by Message Media, P. O. Box 9007, Berkeley CA 94709. Subscription $15.00 per year; single copy 65¢. Overseas and institutional rates on request. STAFF: James Russell, Editor. Paul Rayton, Editor-at-Large. Regional Correspondents: Peter Putnam Bretz, Southern California; James Feeney, New York; Jack Ferry, Illinois; Adron Hall, Mississippi; Kenneth Maylath, Maryland; Peter Roehm, Massachusetts.

Then from Livingston to Salt Lake and San Francisco via Reno. The latter city is having a squabble with the railroad about the lowering of tracks thru their city. Eastward from Los Angeles to Las Vegas we spent the night at Barstow and without a doubt this is a train watcher's paradise. We stopped overnight at a motel that was located right on the Santa Fe-Union Pacific lines, and all afternoon and night traffic was heavy. What a place to stay!



Metroliner 107 (left); TEXAS ZEPHYR in South Dakota (right).

Before closing I want to say how sad it was to see what's left of the TEXAS ZEPHYR relegated to a siding at Hill City SD (see photo). This is not a fitting end to such an illustrious train, and it is a sight I won't forget for a long time.

Jack Fritz
Charleston, South Carolina

ON THE COVER

Three versions of the WILLAMETTE VALLEY, Amtrak's new Portland-Eugene, Oregon train which began service on Aug 3--two drawings from promotional material for the train, and a photo of the inaugural train at Eugene on Aug 2. Complete coverage of the inauguration of the WILLAMETTE VALLEY, as well as the first run of the Chicago-Peoria PRAIRIE MARKSMAN, appears in this issue. Photo by RTN.

★ AUTO-TRAIN GETS "REVITALIZING" SWISS LOAN

The financial problems of Auto-Train Corporation have continued to mount, altho the company reported a profit of $639,045 in the first quarter of this year. The Interstate Commerce Commission said it was filing suit on Aug 18 to require Auto-Train to place $500,000 on deposit as insurance that customer refunds would be paid. This requirement could have forced Auto-Train into bankruptcy. But on Aug 22 the corporation announced at its annual meeting that a Swiss bank loan of $2.4 million had been obtained, subject to ICC approval. The loan, along with $10 million in other credit the corporation plans to obtain, is intended to get the rail carrier out of its hole. At the same annual meeting, Auto-Train reported that its second quarter also showed a profit, of $204,536. The two profitable quarters followed about five years of deficits. One of the reasons for the company's turn into profitability is its railway car repair division, Railway Services Corporation. Auto-Train's financial difficulties began in earnest in 1978 after a disastrous derailment which not only cost it $4 million in legal claims but also caused it to reduce train lengths for safety, thus causing revenues to drop. Its new funds

will enable it to invest in brake modifications which will allow the use of longer trains once more, and thus the potential for more income from its passenger-carrying service. Auto-Train has an extension of its route almost ready. At Cranford NJ, near the Newark airport, Auto-Train will run auto-carriers to Lorton VA, where they will be added to the Florida-bound AUTO-TRAIN.

COMING--A NANCY HANKS III?
by Adron F. Hall

During the week of June 23 Amtrak ran a test train between Atlanta and Savannah via Macon, Georgia, using first the Southern Railway and SCL and then the Central of Georgia. In the ensuing report Amtrak recommended operating over the C of G, the route of the original NANCY HANKS II, the last scheduled passenger train to operate between these cities. Amtrak has hinted that this service will be part of a route operating between Chattanooga and the Georgia coast. The Georgia State Dept of Transportation then began studying the feasibility of funding the operation as an Amtrak 403-B service, and at its Aug 21 Board meeting voted to ask the 1981 General Assembly for $3.95 million for the service. While the state would pay $295,000 of the first year's operating costs, Amtrak would provide $1.18 million.

Capital outlays required for the nearly 300-mile route would be $8 million, according to Amtrak. The Atlanta-to-Macon segment would require $6.5 million of this amount, including $800,000 for a new station in Macon. Amtrak determined that the old city-owned Macon Terminal would be economically unsuitable for present use. Other capital costs would include $500,000 for track work between Macon and Savannah and $100,000 to re-deck a trestle in Macon.

The Jan 1967 C of G passenger timetable had the NANCY HANKS II, train 107, departing Savannah at 7am and arriving in Atlanta at 1pm. Train 108 left Atlanta at 6pm and arrived back in Savannah at 11:59pm. The proposed train would leave Savannah at 8:30am and arrive in Atlanta at 2:45pm; leave Atlanta at 5:30pm and reach Savannah at 12:15am. The state DOT rejected the proposal of two trains for the route.

In Atlanta the already overcrowded and inadequate (at train time for the CRESCENT) suburban Peachtree Station would be used. In Savannah the train would have easy access to the ex-SCL station presently served by the SILVER METEOR, SILVER STAR and PALMETTO.

Hopefully, "NANCY HANKS III" would have connections in Atlanta and/or Savannah. A prime market would be Florida-bound passengers from Atlanta connecting to the METEOR or STAR at Savannah. However, this would be difficult with the present schedules. Ideally, if Amtrak is going to start in Chattanooga, a thru train from that point to Atlanta, Macon, Savannah and Florida points would have more chance for success.

With the dismissal of the abused and forgotten FLORIDIAN, the fast-growing Southeastern sunbelt states tend to be forgotten on the rail travel scene. The Southern metropolis of Atlanta could find enough passengers for several new trains, but "NANCY HANKS III" can be a new beginning.

BACK ISSUES

The full year 1979 is now available--Volume 9, 15 issues of RTN all in one parcel for just $5.50 postpd, no tax. Also: 1978 $5.50; 1977 (22 issues) $7. RTN, PO Box 9007, Berkeley CA 94709.

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URBAN-SUBURBAN TRANSIT

SOUTH SHORE RAILROAD in the Chicago area is to get new Highliner commter cars, but the two bids that have been received, from Budd Company and from Sumitomo, exceeded the funds available to the transit district. This month the Bombardier corporation told the district's board of directors that it might be able to do the job if no agreement can be reached with the bidders. Bombardier did not submit a bid. The transit district also voted to try to change the color scheme of South Shore Highliners from silver, brown and orange to a solid color, probably silver, to save money in the painting process.

THE SPECIAL TRAIN on July 7 that marked the takeover of the Southern Pacific San Francisco commute line by the state was powered by two shiny SP diesels, with #3209 at the front, carrying U.S. and state flags and bearing a special sign on the nose: Southern Pacific - Caltrans - 1980. Photo by Jack Ferry.

LOS ANGELES COUNTY voters will be asked on Nov 4 to approve a half-cent sales tax increase to fund transit district fare deficits and to start work on a rail transit system for the Los Angeles area. The district's bus fare is to be held at a basic 50¢. Of the revenue from the tax boost, which is expected to be $225 million per year, 35% will go to the rail system construction.

WASHINGTON METRO SYSTEM had an increase of 18.6% in ridership in the year ended Jun 30, 1980--the second straight year of substantial increases. Subway and bus riders averaged 97,737 per day. Ridership this June was up 6.5% over June 1979, indicating that it wasn't just the gasoline shortage of 1979 that caused people to turn to the transit system in big numbers.

MARYLAND'S STATE RAILROAD Administration on Aug 6 approved a contract with GE to rehabilitate eight RDC cars now in use on the B&O commuter service between Baltimore and Washington and Brunswick and Washington. Four of the cars will be equipped for handicapped access. In addition, the SRA will modernize 22 locomotive-hauled coaches purchased from Penn Central. These will be used on the same lines as the RDC's. They will replace coaches now being leased, and five of them will be equipped for handicapped access.

A NEW STUDY of a proposed light rail system for Anne Arundel County, Maryland, will be made by an independent consultant, after proponents of the system last month complained that the state DOT's analysis of the plan was inadequate and a "hurried attempt" to show that the proposed system was too expensive.

THE CALIFORNIA DEPARTMENT of Transportation on Aug 8 wrote to federal DOT Secretary Neil Goldschmidt urging him to approve Orange County's application for $15.58 million for acquisition of 200 buses and $7.47 million for construction of a new Anaheim Division Maintenance and Operations Facility.

KANSAS CITY OFFICIALS are planning a light rail transit system, and have just applied to UMTA for a $4.4 million loan to buy the Country Club trolley right of way, an 8.1-mile strip over which streetcars ran as late as the 1950s. Five other routes are being examined as possibilities for the proposed system. A decision on the UMTA loan may be made by the end of September. A public hearing will be held Sep 8 at 7pm at 6512 Wornall in Kansas City MO.

THE SAN FRANCISCO Public Utilities Commission on Aug 26 asked the city's Board of Supervisors to approve the re-purchase of four cable cars from Knott's Berry Farm in Buena Park CA. The cars had earlier been sold to the Southern California theme park, but now it wants to dispose of them and San Francisco officials say they can use them in a planned future cable car rebuilding project.

THE MILLBRAE, CALIFORNIA SP station was moved 200 feet to avoid a street-widening project on Aug 25. The 1907 structure was earlier saved from demolition by being included in the National Register of Historic Places.

RAIL CANADA

CONFIDENTIAL CUTBACK PLAN for Canadian passenger trains was uncovered by NDP transport critic Les Benjamin, MP, Regina West. In a July 30 statement to the media Benjamin said that the federal government is considering abandoning about one half of the passenger train routes in Canada and eliminating transcontinental train service. "If this policy is implemented, a box will be able to cross Canada, but a person will not", he said. He unveiled a June 24 confidental "memorandum to Cabinet" which recommends reducing the federal passenger train operating budget 12.5% and the capital budget 32% between 1980 and 1984. Benjamin said that the memorandum also recommends eliminating sleeper, dining and lounge cars on transcontinental trains and instead would require cross-Canada passengers to break their journey several times with overnight hotel stops along the way. "At this time of constitutional discussion, I was deeply disturbed to find out that the improvements to train service in the Quebec-Windsor corridor--and even these improvements are inadequate--are to be financed by cutbacks in other provinces", he said.

"The document recommends that the federal government 'negotiate' these service cutbacks with the provinces as a trade off for other concessions", he said.

Mr. Benjamin said that the federal government is considering three cutback options that would discontinue 21 to 29 routes and reduce service on 4 to 6 routes out of a total of 50 passenger train routes in Canada. Under the major cutback option, the passenger train operating budget would be cut in half, he said.

Mr. Benjamin said that train travel this summer is up 20% over last summer, that transcon trains on both CN and CP routes in the West and the Maritimes are high in demand, and that VIA can't even answer all the phone calls for reservations. "Government inaction has created a boondoggle. The 10 new LRC train sets VIA Rail has on order are just a drop in the bucket. Most of the equipment will still be 25 years old. If Air Canada were treated like this, it would have six jumbo jets and the rest of the operation would be DC-3's or Viscounts", he said. "VIA would like to set up intermodal terminals, but doesn't even own the passenger stations. How can you run a passenger service without stations?" He said that the document recommends that the Canadian Transport Commission be called upon "to adopt suitable plans for the orderly implementation of the cutback plan. Transport Canada wants to substitute its judgment for that of Canadians who appear at CTC public hearings, he said.

"All thru 1976 as the CTC traveled across Canada, it got the message from Canadians that train service should be improved, not cut back. Yet, government cutback plans keep cropping up like a patch of thistles", he said. He called on the government

 (continued on page 20)

WILL IT PLAY IN PEORIA?

The Inaugural Run of the PRAIRIE MARKSMAN

by J. Michael Morrison

When the last PEORIA ROCKET made its run on Dec 31, 1979, hardly anyone noticed. In truth, meaningful rail passenger service between Chicago and Peoria, the third-largest city in Illinois, had died away long before. The once-proud ROCKET fleet that for years sped along the 161-mile route had been reduced to a single dilapidated coach behind a grimy, failure-prone locomotive. The journey on the deteriorated tracks of the ill-fated Rock Island Lines took four hours and 25 minutes, and was so rough that the area's state senator, Prescott Bloom, once proclaimed the ride to be "unconstitutional," on the grounds of being cruel and unusual punishment. Altho ridership diminished to the point where the train arrived in Chicago some days with nobody aboard except the crew, the State of Illinois continued to subsidize the operation of both the PEORIA ROCKET and the QUAD CITIES ROCKET until it was evident that the Rock Island was doomed.

Since Illinois had been involved in jointly funded Section 403-B rail passenger operations almost from the earliest days of Amtrak, the state DOT examined several options for providing a new and viable service to Peoria. For a while, it appeared that the most probable route would be the Santa Fe from Chicago to Chillicothe, then 18 miles south to Peoria on tracks of the Rock Island, which of course needed rehabilitation. This arrangement would have provided fast service (about 2:45), and it received the endorsement of transport advocacy groups such as the Illinois Association of Railroad Passengers.

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Plans for the Santa Fe routing were dropped, however, after engineering studies showed that construction of an interchange at Chillicothe (where the two lines are grade-separated), and the rebuilding of the 18 miles on the Rock Island Peoria Branch would be major capital expenditures. Illinois DOT was under a mandate to seek a lower-cost option, and thus a route was selected using 100 miles of the Illinois Central Gulf (former GM&O) from Chicago to Chenoa, thence 49 miles on the Toledo, Peoria and Western to East Peoria. The decision to go with this plan was made in the fall of 1978.

Lengthy negotiations followed, in order to deal with one of the traditional handicaps of any rail operation that involves two railroads--the requirement of double crews. In this case, it appears that the outcome was worth the wait, since a run-thru agreement was reached. A single ICG or TP&W crew (of four men, of course) will work the train on alternating days. A number of other "sticking points" had to be resolved in order to provide a cost/benefit ratio that was acceptable to the state.

Agreements finally signed, IDOT officials seemed confident and relaxed on the morning of Friday, August 8, as about 100 invited guests made their way thru Chicago's fire-scarred Union Station to find IDOT's passenger program manager A. David DeVries presiding over a special "PRAIRIE MARKSMAN Preview" check-in counter. Here we received our first look at the train's stunning logo: a dramatic portrait of an Indian huntsman about to launch an arrow into the blue prairie sky. This powerful graphic, an IDOT original, was reproduced on the commemorative tickets, as well as

The inaugural train at East Peoria. All photos by the author.

the locomotive and drumhead of the four-car, all-Amfleet train. (Unfortunately, the logo won't be carried on the train in regular service.)

With the exception of short demonstration runs (such as last October's Superliner exhibition trip to nearby Lisle), Chicago had not seen the departure of an inaugural special since the 1975 press run of the LAKE SHORE LIMITED. This made our "preview" train one of a rare species. Tho it lacked an open observation car--often standard on politically-toned inaugurals, the Amfleet cars were almost perfect in appearance, with freshly-painted undercarriages and newly-refurbished interiors. The locomotive, also in new paint, was number 312. (The MARKSMAN is numbered 311 and 312, a somewhat ominous reminder that the old ROCKET was numbered 11 and 12.)

Shortly after the scheduled 10am departure time, the guests, including government officials, railroad and Amtrak representatives, union officiers, NARP and Illinois ARP delegates, and media correspondents (including the Chicago Tribune's David Young, who for a time sported a fake name tag identifying him as editor of a nonexistent railfan newsletter) heard the cry of "all aboard." Within minutes, the train was whizzing down the old GM&O route, with many of the guests praising the Amfleet ride. Indeed, if all Amfleet cars were as well-maintained as these, passengers would have little to complain about.

As guests drifted into the cafe car to sample from an array of snacks and beverages, conversation turned to such esoteric subjects as the source of the train's name. It seems that for many years the TP&W operated a business car named "The

Illinois Lieutenant Governor Dave O'Neal samples an Amtrak snack aboard the inaugural PRAIRIE MARKSMAN.

Prairie Marksman," and that besides sounding good, the name connoted many attributes of good rail service: power, skill, determination, and the like. On a more serious note, some observers questioned the prospects for heavy ridership considering such liabilities as the train's 41.4mph average speed, the location of the East Peoria terminal 3½ miles from the Peoria central business district, and the absence of intermediate stops other than Joliet. According to IDOT's rail bureau chief Scott Nadler, the MARKSMAN is a 14-month experiment, and if the train does not average at least 150 passengers per day (75 per train) between endpoints during June, July and August, 1981, it will be terminated.

As our train accelerated from a brief stop at Joliet, an Amtrak official commented that projected first-year operating deficits of $1.5 million will be paid 80% by Amtrak and 20% by the state. During the second year, Amtrak's share will drop to 65%, with a 50/50 split thereafter. One interesting feature of the MARKSMAN is its fare structure. While on the other four Illinois 403-B routes, coach tickets are priced at 8.9 to 9.7 cents per mile, the MARKSMAN's $16 Chicago-Peoria one-way fare works out to 10.7¢ per mile. IDOT reasons that it is in no way attempting to compete with the bus lines (which charge $9.91), or with the airlines (which charge $56), and that the price is in line with what business travelers should be willing to pay for an alternative to driving to Chicago. At Amtrak's urging, a $21 excursion rate will apply for same-day roundtrips originating in Peoria thru Oct 25.

We began to slow for the TP&W interchange at Chenoa, and conversation shifted to the possibility of installing power switches at this point in order to eliminate the present time-consuming hand throw procedure. This is one of several capital improvements to which IDOT will give priority consideration if ridership develops favorably, we were told. One other impediment to high-speed operation is the absence of block signals on the single-track TP&W, with trains governed by written order. Nevertheless, after taking note of the still-intact Chenoa station (where Peoria-based passengers could conceivably make connections to St. Louis if schedules were adjusted somewhat and stops added), we were to discover that the TP&W ride is not at all unpleasant.

The TP&W was never a major passenger carrier, and its last mixed train disappeared from the Official Guide decades ago. Thus it was something of a surprise, on this torrid afternoon in August, 1980, to find that this line offers a smooth and steady 55mph ride most of the way. As we passed thru the tiny communities of Gridley and El Paso, residents waved and snapped photos. At Eureka, where Ronald Reagan attended college, someone mentioned that in a recent issue of The Nation, E. L. Doctorow had called Reagan "a third-rate student at a fifth-rate college." this raised the philosophical question of whether it was better to be a fifth-rate student at a third-rate college, etc.

Just as this political discourse flourished, the train eased to a stop at Cruger siding to take on several more passengers, including Lieutenant Governor Dave O'Neal (who is running for the U.S. Senate), Congressman Robert H. Michel (R-Peoria) and the aforementioned Senator Bloom. We were now just 14 miles from East Peoria and well ahead of schedule.

Amtrak Midwest Public Affairs Director Chris Knapton addresses the crowd in the sweltering heat at East Peoria.

The Amtrak station facilities at East Peoria are modest.

After a brief stop in the TP&W yards, the PRAIRIE MARKSMAN made a punctual 2pm arrival at the tiny East Peoria station. A high school band blared out a fanfare, and we stepped onto the new concrete platform to find a crowd of about 200 waiting for the ceremonies. These consisted of the national anthem, the pledge of allegiance, a short prayer, and remarks from Amtrak's Chris Knapton and the public officials present. Proceedings were kept brief in view of the sweltering heat. Then the train was opened for public inspection, an activity that continued on Saturday, attracting an impressive 2,208 visitors.

The first revenue run left East Peoria at 6:15am Sunday Aug 10 with 127 passengers and arrived Chicago at 9:50, four minutes late. Sunday evening's southbound run departed Chicago 25mins late with 109 aboard. During the first week, arrivals at both endpoints were generally several minutes early.

The WILLAMETTE VALLEY

The Inaugural Run

By James Russell

The morning of August 2 began overcast and gray, with some moisture from an Oregon mist on the pavement. I walked quickly from my Portland hotel to the Amtrak station, eagerly anticipating the 9am ceremonies that would send the new train, the WILLAMETTE VALLEY, on its way to Eugene for the first time.

This train had been long in coming, after a vast amount of work by rail supporters in Oregon. The Willamette Valley Rail Study Committee had been set up by the Legislature in 1977 to study the feasibility of running this train (actually two

Mrs. Atiyeh christens the new train.

trains daily in each direction), and now at last the agreements had been signed--between Amtrak and SP, Amtrak and the state of Oregon, and SP and the state--and the first train in an 18-month experimental period was about to get underway.

Just 110 years ago the first railroad thru the Willamette (pronounced will-LAM-et) Valley was being built by the Oregon & California Railroad, later taken over by the Southern Pacific. And now this new train running on SP tracks brings the level of passenger service in the Valley to its highest in about 25 years. And the new trains will have to carry 345 passengers total per day by the end of a year and 515 by the end of 18 months if they are to survive.

Shortly before 9am, gate 3 opens and members of the press are allowed to stow their luggage aboard the tall Superliner train parked on the first track. A band of musicians is gathering at the rear of the train, and a crowd of visitors gradually forms. The band, the "Transtooters", belongs to the Oregon DOT.

We stand staring at the unusual sight before us--a strange passenger train consist of elderly observation car, tubular Amdinette, and ex-Santa Fe Hi-level car plus five big Superliner cars. The exact consist is: F40 engines 252 & 250, Superliner coaches 34079, 34063, 34023, 34064, 34060, Hi-level coach-dorm 39919 (with head-end electrical power), Amdinette 20212, and SP business car 100 "Airslie".

Promptly at 9:00 the ceremony begins. Amtrak's Art Lloyd, who is becoming even more skillful in putting on a gala inaugural event, opens by addressing the crowd from the observation platform, introducing the day's master of ceremonies, state senator Keith Burbidge, who is also the chairman of the Willamette Valley Rail Study Committee (there are seven other members, four of them legislators). Burbidge speaks of "great pride" in the new train, and introduces Mayor-elect Frank Ivancie of Portland, then Amtrak Public Affairs VP Carole Foryst takes the platform and tells us that Oregon has a great impact on other states, disproportionate to its size. Amtrak VP-Operations Robert Herman speaks next, and talks about Amtrak's new equipment. The next speaker is a surprise to many: Southern Pacific's Chairman B. F. Biaggini mounts the observation platform to speak in conciliatory tones about the passenger service. He states SP's "pledge to give you the very best railroad operation that we can" for the new train. "Southern Pacific is always conscious of the wishes and dreams of the people of Oregon", he says. He concludes his short remarks with the wish to "get the speeches out of the way so we can get going and release those freights out there" (laughter from the crowd at this allusion to the freights being held on sidings so this experimental express can dash thru). Finally, Oregon Governor Victor Atiyeh tells us that the train is a "worthwhile experiment" and he points out that it is for the purpose of conserving gasoline and helping air pollution.

Willamette Valley Express
Round Trip Fares
Effective August 4,1980

	Milwaukie	Woodburn	Salem	Albany	Eugene
Portland	$6.75	$8.50	$10.00	$15.00	$22.00
Milwaukie		$6.40	$ 9.60	$14.25	$21.00
Woodburn			$ 5.10	$ 7.80	$15.00
Salem				$ 4.75	$12.50
Albany					$ 8.75

(Above:) The scene at East Milwaukie shows the crowd and nearly the entire train with its unusual configuration of cars. No station structure exists at this stop.

The inaugural train makes its first stop, at East Milwaukie. Oregon and U.S. flags still fly on engine, were removed by engineer at Eugene under radioed orders (see cover photo) to prevent theft. All photos by the author.

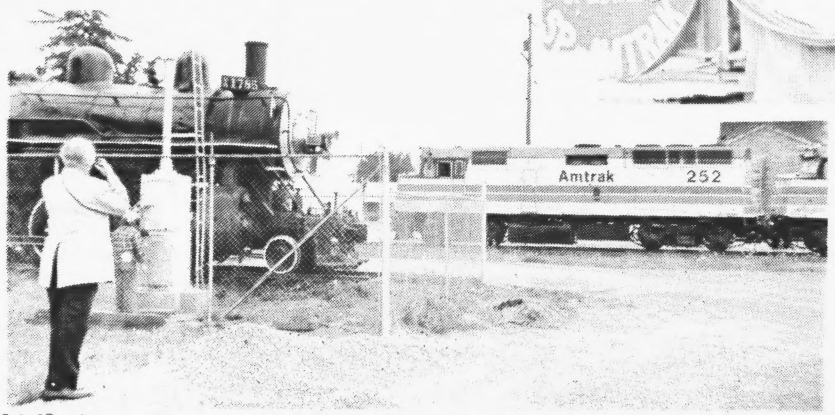
At this, the Governor's wife, Dolores, smashes a bottle of Paul Masson California champagne across the rear coupler of the "Airslie", and the new train is christened. Everyone piles aboard, and at 9:27 the train moves forward a car length. At precisely 9:30, the scheduled time (regular runs will depart at 7:30), the train pulls out of the station and across the Steel Bridge. Perhaps never before have so many RTN writers and contributors been together on the same train. Besides your editor, there are Peter Putnam Bretz, Glenn Lee, Robert Glover, Neil Lang. Seated next to me is Carter Roberts of Berkeley who has been working in the crater of Mount

St. Helens and so did not have far to come for this event. There are many members of the Oregon Association of RR Passengers and of Citizens for Rail California aboard today. We meet Richard Carlson, president of OreARP, and our good friend Ken McFarling. At 9:38 Art Lloyd comes on the P.A. system and welcomes us aboard the train. All along the way he keeps the guests informed of operating procedures and of events on the day's program.

At 9:51 we make our first stop--at East Milwaukie, seven miles from Union Station. The planners of this train wanted a stop at Oregon City, but had to settle for East Milwaukie since Oregon City had literally no space for a passenger stop. This suburban location has a freshly-laid asphalt platform but no passenger shelter as yet. Someone remarked that the $4.40 one-way fare to this point is a bit steep--amounting to 63¢ per mile. Obviously there won't be much business southbound to Milwaukie, but the state advertising brochures look a little silly when they say "You can ride the Willamette Valley Express for as little as $.10 per mile, which is approximately 44% less than the cost of driving the average car." The brochure says "Prove it to yourself with the fare chart below." But the first fare given on the chart (see previous page) amounts to 48.2¢ per mile. The fare between Salem and Albany--a distance of 27.3 miles--is much more favorable, being only 8.7¢ per mile roundtrip. There are big inconsistencies in the fare structure.

At each of these stops a ceremony was held, with generally the same speakers plus a local official. (Mr. Biaggini departed after his Salem talk to fly back to San Francisco, leaving SP VP-Operations Alan DeMoss to stand in for him.)

We left Milwaukie at 10:09 and arrived next at Woodburn at 10:44, leaving there at 11am carrying with us a number of local citizens who had been touring the train and didn't detrain in time. To their happy complaints they found themselves getting a free sample ride to Eugene, where Amtrak would bus them back.



Old SP steam engine on permanent display at Woodburn provided interesting photographic contrast with F40 engines of inaugural train. (Top:) SP Chairman B. F. Biaggini put in a rare appearance as a speaker at an Amtrak inaugural.

Our next stop was Salem, the state capitol, which we hit exactly on time at 11:20 and left on time at 11:50. Then Art Lloyd announced that we soon would be meeting the northbound COAST STARLIGHT, and sure enough at 12:04 train 14 zipped by us just after we had pulled into a siding. (See photo, last issue.)

All the way thru the valley Amtrak snacks were available for guest riders, and waiters moved thru the train, pouring Almaden champagne. We reached Albany at 12:40 and left at 1:09, one minute early. At 1:42 we stopped to inspect the train for hot boxes. Art Lloyd had explained that we must do this because an automatic hot box detector along the line was out of order. At 1:46 we got the signal to highball, and at precisely 2pm, right on schedule, we reached the end of our run at Eugene. The clouds had been gradually lightening as we moved down the valley, and now at Eugene the sun was shining brightly. Here there was a final, long ceremony, and then guests who were returning to Portland and other more northerly points boarded Greyhound and Trailways buses waiting alongside the station. The observation car "Airslie" was uncoupled and moved to a siding. It would be placed that evening on the rear of the southbound COAST STARLIGHT to return to Oakland with its load of Amtrak and SP officials, as it had come up the day before.

A memorable inaugural was successfully completed, and now we would be watching anxiously to see whether passenger traffic on the new service would develop to satisfactory levels. The signed agreements state that the trains will be discontinued if the criterion levels of ridership are not reached.

The WILLAMETTE VALLEY consist, minus the "Airslie", was left on track one for the next day's startup of regular service (eventually the Superliner equipment will be dropped for Amfleet cars). After a leisurely tour of Eugene and dinner in an old commuter coach at a railroad theme restaurant near the station, we boarded the COAST STARLIGHT to return to Oakland.

(See Mixed Train of Thoughts for late WILLAMETTE VALLEY ridership information.)

Mixed Train of Thoughts

THRU TRANSCONTINENTAL SLEEPER on the SUNSET LIMITED and CRESCENT is coming to an end, as reported last issue. The last run of the eastbound car will leave Los Angeles on Sep 5, and the last westbound leaves New York on Sep 6 (from New Orleans on Sep 8). Since the CRESCENT now carries electric-powered sleepers, these do not match up with the steam-heated equipment on the SUNSET, and thus the discontinuance.....

AMTRAK FAMILY DAYS will be held at the Los Angeles station on Sep 13 and 14, from noon to 7pm, with displays, etc., for the public, press and employees. Amtrak has so far held such events in Washington DC, Boston, Detroit and New Orleans and has called them very successful.....

CHICAGO TO VALPARAISO trains, which Amtrak took over from Conrail last October, have been given names in the latest Amtrak timetables. Trains 321 and 324 are called the INDIANA CONNECTION, while trains 322 and 323 are the CALUMET.....

SOUTHBOUND COAST STARLIGHT derailed 9 of its cars while in a siding for the northbound STARLIGHT to pass at Gibson CA, about 16 miles south of Dunsmuir, at 2:55am on Aug 28. Seven coaches, a lounge and a snack car were believed off the track. There were no injuries. Amtrak Public Affairs Director Art Lloyd was aboard the derailed train. Passengers were bused on, to L.A. and intermediate points. Since the buses could get no closer than nearly a mile from the train, a switch engine shuttled the two sleepers from the train back and forth to the bus, carrying passengers from the train. No other trains were disrupted by the derailment.....

CAPITOL BELTWAY STATION at Lanham, Maryland will be replaced by a new intermodal station at New Carrollton. Amtrak in late August said it was awarding an $11.2 million contract to Peter Kiewit Sons' Company of Omaha to begin work on the site, after receiving assurances from Prince Georges County Executive Lawrence Hogan that local funds to share construction costs will be committed.....

THE HOOSIER STATE, the Chicago-Indianapolis train that is expected to begin operation Oct 1, had its fares announced late this month. One-way adult fares are: Indianapolis-Chicago $20; Lafayette-Chicago $13.75; Lafayette-Crawfordsville $6.05; Lafayette-Indianapolis $10. Roundtrip fares are double the one-way. Family plan fares will be available Mon-Thur and on Saturday. In Lafayette the train will use the Lahr Hotel as a station. In Crawfordsville a shelter is being built at Spring and Green Streets.....

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STATE OF VIRGINIA has not applied to Amtrak for any 403-B services because of an "unwritten state policy opposing payment of the operating deficits of any mass transit operation." Many in the state had hoped to see more Amtrak service between Washington and Newport News, which route includes a number of tourist attractions. Owners of tourist spots might be asked to pick up the 403-B tab themselves, but the problem of how to divide the costs among the participants is difficult.....

DALLAS-NEW ORLEANS fare has been cut to $19 by Texas International Airlines in a price war. This compares to $89.50 on Amtrak and $109 regular air coach fare.....

AMTRAK PRESIDENT BOYD addressed the annual meeting of the National Governors' Association in Denver on Aug 3, and he challenged them to form a partnership that would revitalize the railroad industry, provide jobs, improve mass transit, and reduce local economic burdens. He asked the governors to support Amtrak in developing a network of priority rail corridors, selected for both passenger and freight volume, that would be connected by a network of well-maintained long distance mainline tracks. He said that this integrated system "should be targeted for the kind of capital improvements which would never be within the financial reach of the private railroads alone".....

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THE ANN RUTLEDGE, train 304, carried a group of rail supporters from the Missouri-Kansas Rail Passenger Coalition on Aug 16. At Kansas City 155 passengers boarded, and the train made a special stop at Lee's Summit, Missouri, to pick up 180 rail supporters. Consist of the Amfleet train was F40 engine 248 and cars 21245, 21201, 21156, 20234, 21833, 21208 and 21830.....

AMTRAK IS PLANNING a new station stop at Chatsworth on the COAST STARLIGHT route north of Los Angeles, and one at Victorville CA on the SOUTHWEST LIMITED route, west of Barstow.....

THE SANTA FE conducted a special timing run on train 780, the 5:40pm SAN DIEGAN leaving Los Angeles on Aug 3. The train reportedly hit 90mph at times and reached Fullerton four minutes early after leaving L.A. two minutes late. The train raised ballast and dust between Fullerton and Santa Ana on that sedate run and arrived three minutes early. Reportedly the train blitzed San Clemente. Maybe something is in the works.....

DEMOCRATIC NATIONAL CONVENTION, held in New York at Madison Square Garden above Penn Station the week of Aug 10 stimulated some special security measures. Locker service at the station was shut down during that time.....

THE ANN RUTLEDGE will get a twin on its route starting with the Oct 26 schedule changes, Amtrak said. A second 403-B train has been approved by the legislature who specificed that it be named the KANSAS CITY MULE westbound and the ST. LOUIS MULE eastbound. Amtrak said no final decision on the name has been made.....

THE SOUTHERN PACIFIC ran a special train for the Japan-California Association on Aug 8. A party of about 100 people hosted by the railroad was trained from San Francisco to Salinas and thence by bus to Pebble Beach. The train left San Fran-

cisco's commute station at 11:30am and reached Salinas at 1:50pm with a stop at Menlo Park to pick up more guests. The train consisted of SP and UP equipment: engines SP 4450 & 4451, cars SP 293 coach, SP 291 lounge, SP 290 diner, UP diner, UP lounge, two UP coaches, SP business car "Sunset" (UP numbers unknown). The UP equipment was delivered to SP at Ogden on Aug 2 for use on the special.....

TWO WISCONSIN LOCATIONS, Tomah and Portage, which have been flag stops for the EMPIRE BUILDER and NORTH STAR, will become regular stops effective Oct 26.....

YOSEMITE NATIONAL PARK can be visited in a one-day roundtrip with present SAN JOAQUIN and Yosemite bus schedules, leaving from the San Francisco area.....

SOUTHERN RAILWAY FREIGHT train #219 (Potomac Yard to New Orleans piggyback) on Aug 17 at 5:30pm, traveling southbound at about 40mph, struck and killed two girls aged 6 and 10 on a bridge about 50 miles north of New Orleans near Picayune MS. They were walking on the 150-foot East Pearl River bridge with their father and 4-year old sister, both of whom escaped. The southbound CRESCENT was delayed a short time by the accident. A few days before that, RTN correspondent Adron Hall was driving on a rural road by the SR mainline about 6 miles north of the accident scene when he observed a man fishing from the middle of a small bridge south of a curve in the tracks. Knowing that the southbound CRESCENT was due and that it travels at over 70mph there, he turned back at the nearest side road to warn the man. However, as he was turning, the CRESCENT flashed by, and when he reached the bridge site, the fisherman was down in the creek picking up his fishing gear. Obviously he had jumped clear and dropped his gear in the water.....

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THE EMPIRE BUILDERS were blocked by a freight train derailment on the BN early on Aug 13 on the east slope of Stampede Pass between Martin and Easton in Washington State. The westbound BUILDER was stopped at Yakima and passengers bused on. Eastbound passengers from Seattle were bused to Pasco to board a train there.....

COAST STARLIGHT PASSENGER jumped from the southbound train on Jul 28 at McCredie Springs between Eugene and Klamath Falls OR. A 20-year old man who appeared intoxicated leaped from the train and was seen by passengers to be lying on the ground. Sheriff's deputies hunted for him, but evidently he climbed aboard a freight train to Klamath Falls and there received medical treatment.....

DEPEW, NEW YORK station is still under construction, reports a correspondent, who says it looks like it will be a nice station, but why is it advertised as a Buffalo station? "It is not visible from the road, tho there is a sign, and it is in the middle of nowhere--no public transportation, and the taxi fare to Buffalo is $15". He suggests that Amtrak offer free limousine service to and from Depew and the Transpo Center so unknowing passengers detraining from the LAKE SHORE in the middle of the night will not have a rude awakening.....

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THE WILLAMETTE VALLEY'S ridership began slowly, with only 5 revenue passengers aboard the first early-morning Sunday run from Portland, but Amtrak reported that ridership has been gradually increasing. Totals for the first 7 days of regular operation were: 238, 109, 107, 186, 215, 244 and 269. Later in the month Amtrak was able to report that over 300 riders had been counted on three days: Aug 13, 19 and 23, and Aug 27 had the highest total yet: 407 riders, with more than 100 on one train for the first time--103 passengers on train 796. Incidentally, tho the official name of the train is WILLAMETTE VALLEY, various pieces of promotional material sometimes call it the WILLAMETTE VALLEY EXPRESS or the WILLAMETTE VALLEY SPECIAL (the sign on the inaugural engine called it the "Special").....

THE DERAILMENT OF the Amtrak EMPIRE BUILDER last Mar 14 at Glacier Park MT was caused by "improperly maintained track", the National Transportation Safety Board said on Aug 12. The Burlington Northern disputed this conclusion, saying that it was due to defective wheels on the train's baggage car. The Board noted the defects

but said they did not cause the derailment. The Board also pointed out other defects in the Amtrak cars--broken welds, a defective coupler, missing bolts, and springs missing from trucks--and it urged better control of car maintenance. It also called again for roof hatches on passenger cars to permit riders to escape if cars overturn.....

SAN FRANCISCO ZEPHYR was stopped twice by telephoned bomb threats after it left Chicago on Aug 20. It was stopped first near Ottumwa IA for about 3 hours. The next morning it was halted at McCook NE after a threat was telephoned to the dispatcher, claiming a bomb was in a baggage car. Passengers (over 300) were removed from the train and the baggage cars taken off to be searched while the train resumed its journey. The baggage was taken onward by buses.....

ILLINOIS CENTRAL GULF might be sold, the railroad said in mid-August, tho it did not name a potential buyer. Its parent company, IC Industries, also is holding merger talks with another company, believed to be Ashland Oil Inc.....

ONE INAUGURAL SIGHT that we didn't witness, since we were aboard the train, was the WILLAMETTE VALLEY's breaking thru a paper banner as it moved away from the Portland station for the first time on Aug 2. The big banner, pictured in the Portland Oregonian the next day, had the train's name (with "EXPRESS" tacked on), the wording "First run, Aug 2, 1980", and the names of the stops on the route.....

THE PRAIRIE MARKSMAN photo on page 8 shows only 3 Amfleet cars, while the inaugural consist had 4. The reason is that one Amcoach was dropped in the TP&W yards before the photo was taken. The three cars shown were on display to the public.....

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THE OHIO RAIL Transportation Authority (ORTA) this month issued a request for bids on the design engineering stage of a test track facility in Northeastern Ohio, to be built on part of a 43.2-mile abandoned Penn Central right-of-way between Warren and Ashtabula. The deadline for proposals is Oct 17. ORTA said that the design of the test track will include elevated grade separations and the use of the most advanced technology in pre-stressed concrete track designs, control facilities, power stations and signalization among others. This is the third phase in Ohio's High Speed Intercity Rail Passenger Program. Phase two was a study of plans for creating the "Midwest Corridor Improvement Project", and they were presented at a symposium Jul 24 at which a number of consultants gave reports on such issues as the determination of routes, station locations, operation facilities, design speed, costs, economic and ecological benefits and interstate connections. The final plan calls for a "new, oil-independent mode of intercity transportation that will be swift, safe, reliable and economical--a high speed electrically powered rail passenger network with trains traveling at speeds up to 150mph or more, operating on their own tracks, and linking Ohio's major population centers".....

ORTA

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NORTH CAROLINA REQUESTED Amtrak to make feasibility studies of four possible new routes in and thru the state, and Amtrak said it is studying them: Greenville to Charlotte, Raleigh to Charlotte, Winston-Salem to Charlotte, and Norfolk VA to Memphis TN. The last-mentioned route would require the participation of Virginia and Tennessee as well as North Carolina.....

REPUBLICAN PRESIDENTIAL CANDIDATE Ronald Reagan, back in the days when he was better known as an actor, did an ad for the Union Pacific. It appeared in National Geographic magazine in May, 1959, and it shows two photos of Reagan aboard the UP CITY OF LOS ANGELES. In one photo he is dining in a dome car, while in the other he is in the lower section of a dome lounge. The caption reads "Traveling by Domeliner is one of the happiest habits I've ever acquired--Ronald Reagan". The ad states that "Mr. Reagan is a frequent guest on the 'City of Los Angeles' Domeliner".

Texas NARP Director Dan Monaghan sends the ad to Senator John Tower along with a letter telling him that "It is to be hoped that Mr. Reagan, as a presidential candidate, will not flip-flop and oppose the long-distance passenger trains which he praised so articulately twenty years ago... Perhaps you, in your position of leadership in the Republican Party, will have an opportunity to remind him of this.....

THAT UNION STATION fire in Chicago on Jul 26 resulted in a fire battalion chief being suspended for 20 days for not completely checking out the building after the first fire alarm was answered. The fire in the closed-down Gold Lion restaurant, now revealed to have been started by electrical system faults, continued to burn after the firemen's first visit and flared up into the huge blaze that resulted in the death of a Conrail employee, as reported last issue.....

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DALLAS-FORT WORTH voters this month soundly disapproved the creation of a Lone Star Transit Authority for the area with a $140 million budget for its first year, funded in part by a 1% sales tax increase. There were a number of objections to the plan, but the one by rail supporters was that the Authority would be too committed to non-rail modes.....

A TEXAS REPRESENTATIVE from Houston visited Amtrak President Alan Boyd recently and asked if the SUNSET LIMITED could run daily. Boyd reportedly told him that the train was statutorially authorized to run tri-weekly and that it would take an act of Congress to change it to daily.....

SEVENTH SAN DIEGAN will evidently be added on Oct 26, as the Santa Fe has now agreed to the added train, provided that the running times of the SAN DIEGANS be increased about 5-10 minutes. It is expected that Caltrans will be dissatisfied with slower running times, as it wants the present times speeded up more.....

A STEAM TRAIN is expected to go into operation between Williams, Arizona and the Grand Canyon. Great Western Railroad Museum of Klamath Falls, Oregon has purchased for $1500 from the city of Seattle a steam engine that has been on display at the Woodland Park Zoo for over 25 years, and the locomotive was to be delivered to the Arizona location.....

★ ★ ★

AMTRAK'S EMERGING CORRIDORS got a delay when the House of Representatives in early August voted only $6 million for marketing surveys for the routes, but no money for engineering studies. An amendment to include $22 million for marketing, design and engineering studies failed to pass. The federal DOT opposed the amendment, introduced by Jerry Patterson, D-Santa Ana.....

FORMER CINCINNATI TERMINAL has been reopened as a shopping complex, and had a grand reopening on Aug 4. Renovation of the architecturally admired building took $20 million, and it will house about 40 stores and restaurants. Amtrak's station is on River Road, not at the Union Terminal building.....

RAILROAD DEREGULATION BILL was removed from consideration of this Congress by Rep. James Florio on Aug 20 because of amendments added to it that were deemed undesirable. The Senate has already passed a deregulation bill.....

THE HEAT WAVE this summer, particularly in Texas, did cause some problems with the trains, tho Amtrak earlier told RTN it didn't know of any. A sun kink in a rail on Jun 26 caused a major Santa Fe freight derailment at Yellow Mills, north of Temple TX, and the INTER-AMERICAN was delayed several hours each direction.....

RTN SUBSCRIPTION RATE will be forced upward within the next few months because of the coming massive increase in first class postal rates that is expected to take effect shortly after the first of the year. We expect that the single-issue price of RTN will go from 65¢ to 75¢ (a price already charged by other rail newsletters) and the yearly rate for 24 issues will be $18. In the meantime you can still subscribe, renew or extend subscriptions at the present $15 rate.

RAIL CANADA (continued from page 6)

to implement a 1977 recommendation of the CTC to acquire new passenger cars for transcon trains, as the U.S. government has done for Amtrak.

The controversial June 24 memorandum recommended the following with regard to 6 transcon routes: "Within 10 years: full conversion to series of daytime Inter-City services"; for restructuring 4 commuter runs: "Within 2 years: incentive fares and commuter stops withdrawn; service operations transferred to provinces"; on restructuring 13 local-regional routes: "Within 10 years: services to be provided by other modes"; and for restructuring 8 remote routes: "Within 10 years: gradual replacement with highway and air service, where practical".

TRANSPORT 2000 CANADA President Harry Gow, at an Aug 5 press conference in Ottawa that his group is opposed to proposed cuts in service, and he criticized the Transport Ministry for its "single-minded opposition to railway passenger service." Gow was critical of a transport ministry which is "under fire in many areas--air safety, fixation on the automobile, and lack of a merchant marine policy." The MOT, he said, is trying to dismantle up to 35 out of 50 services at a time when people are flocking to rail passenger trains in record numbers. He urged rail supporters to telegram the Minister of Transport (see Express Ads, p. 23, for details).

EASTBOUND SUPER CONTINENTAL derailed 14 of 19 cars and 2 of 3 engines on Aug 8 at 3:55am 124 mis west of Jasper, with 7 minor injuries out of 350 people aboard.

QUOTES OF THE WEEK***

"After riding the comfortable and attractive WILLAMETTE VALLEY trains, locking oneself behind a steering wheel does not seem satisfactory. Watching beautiful Oregon slide by at an altitude of 13 feet while leaning back with a cup of coffee in hand is the only way to fly."

--Letter to Albany (Oregon) Democrat Herald, Aug 7.

RAIL FANTRIPS

One Rail Fantrips listing is free. To be sure of entry in time, send full info at least 4 weeks before event. Be sure to address letter as follows: RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

Oct 4: Fall Foliage excursionBoston-Chatham-Albany NY over new Post Road Crossing route. Albany-Rensselaer Turbo shop tour. $34.95, kids $17.95 before 9/15. Mass. Bay RR Enthusiasts, Box 136, Ward Hill MA 01830. (617) 685-6770.

Sep 13-14: Hocking Valley Scenic Railway special trains weekend. Five special runs powered by ex-LS&I 2-8-0 #33. $4.50, $3 kids. Rwy is in Nelsonville, Ohio. Write: HV Special, 1708 Oak, Parkersburg WV 26101. (304) 422-6069, (614)423-7103

Sep 6, 7 & weekends thru Nov 2: Fall sailings San Francisco-Sacramento 7-hour mini-cruise; up Sat., back to SF Sun. $29.50 one day incl bus return to start. Delta Travel, 1540 W. Capitol Ave, West Sacramento CA 95691. (916) 372-3690.

"Chessie's Safety Express" schedule: 9/13: Baltimore-Harpers Ferry-Martinsburg RT via Old Main Line; 9/14: same via Silver Sprgs, RT; 9/19: Baltimore-Cumberland OW (one-way); 9/20: Cumberland-Terra Alta RT; 9/21: Cumberland-Pittsburgh OW; 9/27: Pittsburgh-Rockwood RT; 9/28: Pittsburgh-New Martinsville RT; 9/29: Pittsburgh-Brunswick OW; 9/30: Brunswick-Richmond OW; 10/5: Richmond-Balcony Falls RT; 10/11 same; 10/12: Richmond-Clifton Forge OW; 10/13: Clifton Forge-Huntington OW; 10/18: Huntington-Hinton RT; 10/19, 10/25, 10/26: same; 10/27: Huntington-Cincinnati OW; 11/1: Cincinnati-Ashland RT; 11/2: same. Infl: Chessie System, Box CJ, 2 N. Charles St, Baltimore MD 21201.

CARS & CONSISTS

*Ringling Bros. Barnum & Bailey circus train, Kansas City Aug 11, arriving from Wichita on Santa Fe: engines ATSF 3653, 6333, 3603; cars (psgr cars and/or baggage-type, generator & animal cars, all circus-owned): 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50 (rib-sided stainless steel), 505, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 30, 31, 32, 33, 39, 34, 29, 28; flat cars 20, 22, 19, 21, 23, 24, 25, 26, 27, caboose ATSF 999052.

*SUNSET LIMITED, train 1, New Orleans Jul 18: engines 521, 535, 515; cars 1075, 9946, 9935, 4530, 3313, 8804, 8805, 2673 "Silver Boulder", 2858 "Rappahannock River."

*SAN FRANCISCO ZEPHYR, train 5, Oakland Aug 5: engines 244, 328; cars 1225, 20219 Amdinette, 39915 transition car, Superliners 34067, 31007, 34057, 34044, 38004 diner, sleepers 32003, 32013. Same, Chicago Aug 13: engines 643, 620; cars 1230, 1551, 2815 "Otter River", 2674 "Silver Channel", 2255 "Star Vale", 8092, 3302, 5414, 5270, 5668, dome 9465, 4890, 1244, 1253.

*SOUTHWEST LIMITED, train 3, Kansas City Aug 15:engines 513, 527, 526; cars 1360, 1198, 1525, 2264 "Placid Meadow", 2831 "Lebanon Valley", 2558 "Rock Creek", 8094, 9900, 9948, 9970, 9955, 9951, ATSF office car 52 "Atchison". Train 4, same: engines 515, 506, 535; cars 2619 "Pacific Meadow" & 8339 deadheads, 1249, 1256, 9992, 2265 "Placid Scene", 2760 "Palm Top", 2555 "Steel City", 8072, 9933, 9945, 9974, 9960, 9961.

*ANN RUTLEDGE, train 304, Kansas City Aug 17: engine 282; cars 21884, 21866, 21831, 21237, 21192, 20200.

*BROADWAY LIMITED, train 40, Chicago Aug 13: engines 279, 324, 294; cars 1251, 1247, 1208, 1617, 2885, 2082, 4700, 4704, 4706, 4713, 4728, 20141, 8505, 3103, 4723, 4715, 4714, 2883.

*INDIANA CONNECTION, train 324, Chicago Aug 13: engine 414 (E8), cars 9612 & 9613 (bi-level coaches), engine 719 (P30).

*EMPIRE BUILDER, train 8, Minneapolis Jul 20: engines 245, 243; cars 1160, transition car 39902, Superliners 31001, 34039, 34099, 34003, 38010, 32004, BN office car "Kootenai River" off at Minneapolis. Same, Aug 3: engines 282, 310; cars 1161, transition car 39908, Superliners 31009, 34008, 34046, 34047, 34045, 38012, 32001, deadhead to Chicago 340--.

RIO GRANDE ZEPHYR RIDERSHIP FIGURES

	1977	1978	1979	1980
JAN	1,836	2,562	3,280	3,258
FEB	1,697	2,524	3,902	3,582
MAR	2,495	3,422	5,921	5,193
APR	2,724	3,013	7,287	5,224
MAY	3,483	4,366	9,306	5,686
JUN	3,472	4,487	6,237	6,329
JUL	4,776	5,370	7,594	6,108
Total	20,483	25,744	43,527	35,380

RTN has obtained the above ridership figures from the Rio Grande Railway, for its RIO GRANDE ZEPHYR for the first 7 months of this year. For comparison, the same months for the previous three years are also listed. Note that the peak ridership during this time came in May, 1979, when 9,306 passengers rode the domeliner--an average of 358 per trip. At that time the railway was threatening to discontinue the Western portion of the route, and many rode it as a result; also, the gasoline shortage hit at that time and train ridership over the nation climbed abruptly. Note also that ridership has gradually been increasing over the years, and ridership this spring and early summer was excellent in spite of the recession. A railway spokesman said that better Amtrak connections are helping business. page 21

LATEST AMTRAK RIDERSHIP FIGURES

MAY 1980 FIGURES--SECOND COLUMN IS % INCREASE OVER 1979

Metroliners	138,393	-9.4
NE Corr Conventional	432,048	-1.7
New Haven-Springfld	23,702	-19.3
NY-Philadelphia	204,648	.7
Phila-Harrisburg	85,540	-3.2
NY-Harrisburg	27,845	57.1
TOTAL NE CORRIDOR:	912,176	-2.0
NY-Niagara Falls	59,306	-2.8
Chicago-St. Louis	10,793	9.1
Chicago-Milwaukee	25,918	-6.8
Chicago-Detroit	42,097	-15.0
Chicago-Carbondale	15,213	5.3
Chicago-Quincy	7,745	-4.1
L.A.-San Diego	126,977	-14.9
Portland-Vancouver	14,396	-11.3
Washington-Cincinnati	11,208	110.6
Wash.-Martinsburg	24,398	-1.0
Oakland-Bakersfield	15,834	19.1
New York-Montreal	11,559	14.9
Chicago-Port Huron	9,846	-13.9
Chicago-Dubuque	3,803	-24.3
Chicago-Duluth	14,883	1.7
Chicago-Valparaiso	18,340	--
Chicago-Kansas City	14,576	67.2
Phila.-Pittsburgh	5,644	--
TOTAL SHORT DIST.:	432,536	.7

Amtrak

Washington-Montreal	34,258	4.4
New York-Florida	59,509	-11.0
Chicago-NY/Washington	22,887	-1.0
Chicago-Cincinnati/DC	12,711	-10.4
Chicago-Seattle	15,435	-1.3
Chicago-S.F./L.A.*	41,704	35.0
Chicago-Los Angeles	28,346	-8.4
Chicago-New Orleans	18,435	.7
Chicago-Texas	25,117	38.6
L.A.-New Orleans	9,016	-23.1
L.A.-Seattle	45,547	-15.8
Chicago-NY/Boston	26,952	3.5
Boston-Newport News	51,334	-7.8
New York-Savannah	42,218	4.2
Seattle-Salt Lake	15,579	-10.0
New York-New Orleans	43,100	72.9
TOTAL LONG DIST.:	492,148	2.3
Special trains	1,284	-74.5
SYSTEM TOTAL:	1,838,144	-4.7

*SAN FRANCISCO ZEPHYR plus DESERT WIND

Above are the most recently released Amtrak ridership figures, for May 1980 (April figures appeared in RTN #207). Again, total ridership was very close to the record-breaking figures of last year. The overall drop of 4.7% does not take into account the fact that last year there were more routes in the system. Taking the 81,678 riders of discontinued routes in May 1979 into account, the present total of 1,838,144 riders systemwide represents only an insignificant drop of ½ of 1 percent, a difference of 8,501 riders. Amtrak is still including the SF ZEPHYR and DESERT WIND riders in one figure, but in a footnote indicates that 11,987 of them were DESERT WIND riders. Thus, the SF ZEPHYR must have had 29,717 riders, for a 4% decrease from last year's total of 30,895. No comparisons are possible in the case of the Chicago-Valparaiso service, which Amtrak took over on Oct 19, 1979, or for the Philadelphia-Pittsburgh service, which began Apr 27.

Amtrak's ridership for the current fiscal year to date has set a new record. The rail corporation noted that in the first eight months of this fiscal year, more riders rode Amtrak than in any similar period in the corporation's history. The total was almost 13.5 million riders between Oct 1, 1979 and May 31, 1980

Amtrak noted that for the last half of July advance bookings were running at 53% of available reserved coach seating, compared to 56% in Amtrak's record ridership season during the gasoline shortage last year. Amtrak said that long distance Western trains were especially heavily booked--the SUNSET LIMITED 98% sold out, the SAN FRANCISCO ZEPHYR 97.4%, the COAST STARLIGHT 97.1% and the SOUTHWEST LIMITED 95.7%.

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